



15D28: Traffic Control, Work on Shoulder or Parking Lane, Undivided Roadway

GENERAL NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.

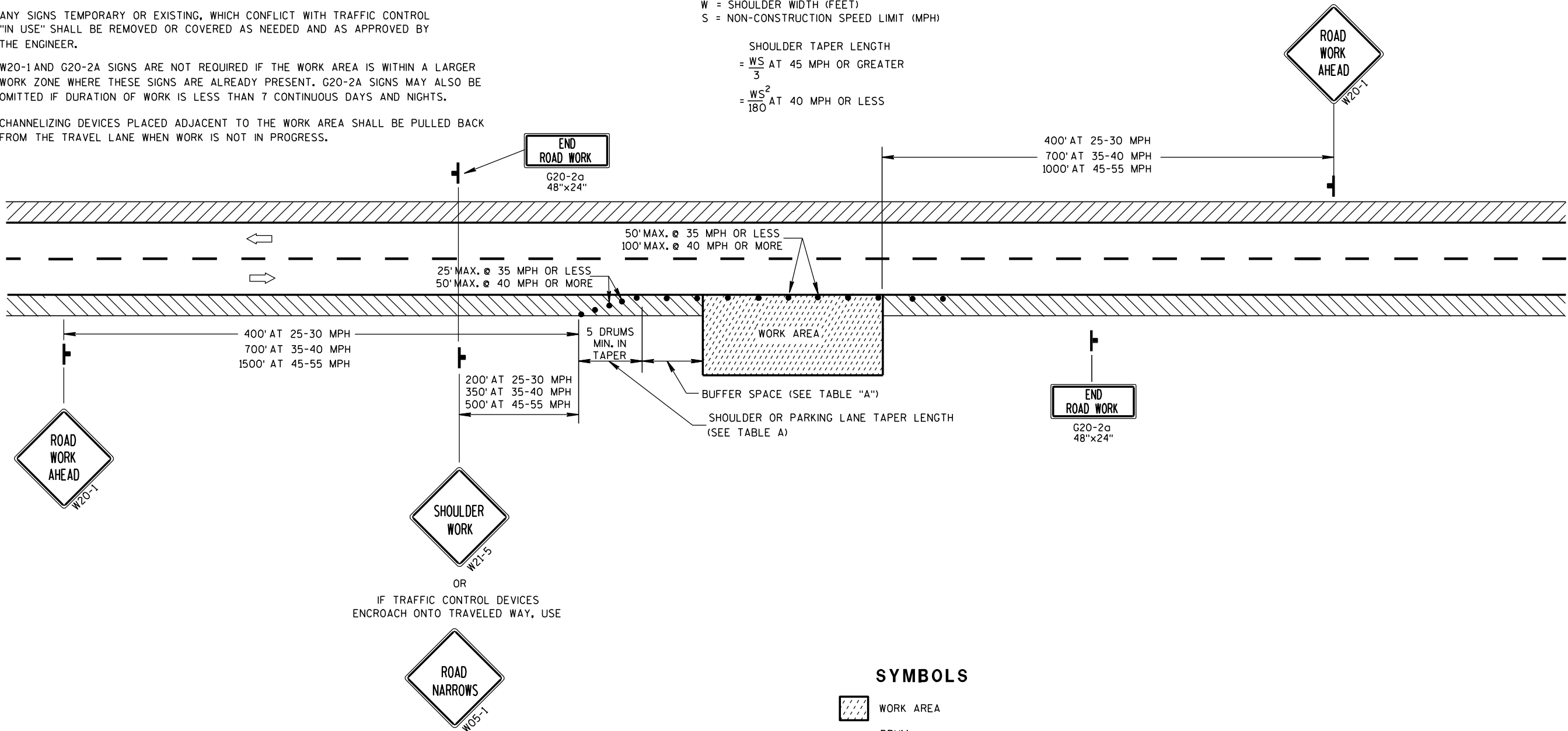
CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

TABLE A

S \ W		SHOULDER TAPER LENGTH (FEET)				BUFFER SPACE (FEET)
		4	6	8	10	
30	20	30	40	50		85
35	30	45	55	70		120
40	40	55	75	90		170
45	60	90	120	150		220
50	70	100	135	170		280
55	75	110	150	185		335

W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

SHOULDER TAPER LENGTH
 $= \frac{WS}{3}$ AT 45 MPH OR GREATER
 $= \frac{WS^2}{180}$ AT 40 MPH OR LESS



SYMBOLS

- WORK AREA
- DRUM
- POST MOUNTED SIGN
- DIRECTION OF TRAFFIC FLOW

TRAFFIC CONTROL,
WORK ON SHOULDER OR
PARKING LANE,
UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/00 /S/ Chester J. Spang
DATE CHIEF SIGNS AND MARKING ENGINEER
FHWA

*Traffic Control, Work on Shoulder or Parking Lane, Undivided Roadway***References:**

Part VI of the Manual on Uniform Traffic Control Devices (MUTCD)
[FDM 11-50-20](#)

Bid items associated with this drawing:

<u>ITEM NUMBER</u>	<u>DESCRIPTION</u>	<u>UNIT</u>
643.0100	Traffic Control (project)	EACH
643.0300	Traffic Control Drums	DAYS
643.0900	Traffic Control Signs	DAYS

Standardized Special Provisions associated with this drawing:

<u>STSP NUMBER</u>	<u>TITLE</u>
NONE	

Other SDDs associated with this drawing:

SDD 15c4	Traffic Control, Advance Warning Signs 45 M.P.H. or Greater, Two Way Undivided Road Open to Traffic
SDD 15c5	Traffic Control, Advance Warning Signs 40 M.P.H. or Less, Two Way Undivided Road Open to Traffic
SDD 15d29	Traffic Control, Vehicle Entrance/Exit or Haul Road

Design Notes:

This drawing may be used for work on the shoulder or in a parking lane of an undivided roadway if the following conditions can be met:

For a roadway with speed limit of 35 mph or less, a 10-foot minimum clear lane width must be maintained in the adjacent open traffic lane.

For a roadway with speed limit of 40 mph or more, no encroachment (by the traffic control devices or the work operation) into the adjacent open traffic lane is desirable.

If the above conditions cannot be met, another traffic control method such as a flagging operation or lane closure must be considered.

When the work area is within a larger project, other advance signing details should also be used. Standard Detail Drawings listed above for Advance Warning Signs on Undivided Roads may be appropriate.

Closer drum spacing along the buffer space and work area may be justified in urban areas, on congested roadways, along dropoffs, or during work at night. If closer spacing is desired, it may be specified on separate plan sheets or in the Special Provisions.

For projects where the traffic control is usually paid with only the lump sum item instead of individual traffic control bid items (e.g. sign installation contracts), 28-inch minimum height cones may be used in lieu of drums if the work at an individual site will typically last one hour or less and is during daylight hours. If it is appropriate to allow cones as a substitute for drums, the designer should indicate it in the Special Provisions.

Contact Person:

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